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**TRANSPORTATION PLANNING BOARD**  
**MEETING MINUTES**  
January 17, 2018

**MEMBERS AND ALTERNATES PRESENT**

Charles Allen, DC Council  
Paolo Belita, Prince William County  
Bob Brown, Loudoun County  
Ron Burns, Frederick County  
Allison Davis, WMATA  
Christian Dorsey, Arlington County  
Marc Elrich, Montgomery County  
Gary Erenrich, Montgomery County  
Jason Groth, Charles County  
Rene'e Hamilton, VDOT  
John D. Jenkins, Prince William County  
Shyam Kannan, WMATA  
Kacy Kostiuk, City of Takoma Park  
R. Earl Lewis, Jr., MDOT  
Tim Lovain, City of Alexandria  
Phil Mendelson, DC Council  
Ron Meyer, Loudoun County  
Mark Rawlings, DC-DOT  
Rodney Roberts, City of Greenbelt  
Kelly Russell, City of Frederick  
Eric Shaw, DC Office of Planning  
Linda Smyth, Fairfax County Board of Supervisors  
David Snyder, City of Falls Church  
Tammy Stidham, NPS  
Brandon Todd, DC Council  
Victor Weissberg, Prince George's County  
Sam Zimbabwe, DDOT

**MWCOG STAFF AND OTHERS PRESENT**

Lyn Erickson  
John Swanson  
Eric Randall  
Jon Schermann  
Andrew Austin  
Ken Joh  
Lori Zeller  
Abigail Zenner  
Sergio Ritacco  
Arianna Koudounas  
Charlene Howard  
William Bacon  
Debbie Leigh  
Deborah Etheridge  
Wendy Klancher  
Paul DesJardin COG/DCPS

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Bill Orleans Hack  
Nydia Blake Prince William County  
Malcolm Watson FCDOT  
Alexander Stanley PWC – BOCS  
Andrew Mowry Loudoun BOS  
Susan Swift SMTA  
Rob Whitfield Fairfax County Taxpayers Alliance  
Norman Whitaker VDOT  
Regina Moore VDOT  
Sree Nampoothiri NVTA  
Mike Lake Fairfax County DOT

### **1. PUBLIC COMMENT ON TPB PROCEDURES AND ACTIVITIES**

Ms. Dickerson spoke first regarding the proposed widening of Route 15. She said that it would be better to add a roundabout instead of the full widening of the road.

Ms. Polky from the Catocin Coalition also spoke on the Route 15 widening. She also asked that the project be changed to a roundabout instead of the full widening.

Ms. Harris of the Washington Area Bicyclists Association spoke in support of the National Capital Trail endorsement. She spoke on behalf of the Capital Trails Coalition and supported the vision of an interconnected network of trails.

Mr. Kosla from the District of Columbia Mayor's Recreational Trail Advisory Committee spoke in support of the National Capital Trail endorsement.

Ms. Swift spoke on behalf of the Suburban Maryland Transportation Alliance and spoke in support of Maryland's I-270 and I-495 traffic relief projects. She also noted that she would prefer that the BRT projects in Montgomery County be renamed transit projects.

Mr. Stanley spoke on behalf of Prince William County Supervisor Anderson in support of adding an auxiliary lane to I-95. He explained that there is a bottleneck where the lanes change from four to two and that the auxiliary lane would help ease that congestion.

Mr. Brenner from the East Coast Greenway spoke in favor of the National Capital Trail endorsement. He said the trail network would help make connections to a wider network of trails and the East Coast Greenway.

### **2. APPROVAL OF MINUTES OF THE DECEMBER 20, 2017 MEETING**

A motion was made to approve the minutes from the December 20, 2017 TPB meeting. The motion was seconded and approved.

### **3. REPORT OF THE TECHNICAL COMMITTEE**

Mr. Brown said that the Technical Committee met on January 5. At the meeting the committee was briefed by MDOT on projects from the agencies traffic relief plan that includes improvements to Interstate 495 and 270. He said that staff was briefed on highway safety targets required by the federal performance-based planning and programming process. He said there were also briefings on revisions made to the non-motorized priority projects and the five initiatives recommend by the Long-Range Plan Task Force. He said that TPB staff will be work with member jurisdictions to identify methods for moving the initiatives toward implementation. He said that the final presentation was about the federal performance-based planning and programming process which requires each MPO, highway agency, and provider of public transportation to jointly agree upon and document the coordinated process for the collection of performance data, performance targets, reporting of targets, and reporting performance

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related to those targets.

#### **4. REPORT OF THE CITIZEN ADVISORY COMMITTEE**

Chair Allen thanked Mr. Martin for his service as TPB chair.

Mr. Martin said that the 2017 Citizens Advisory Committee held its last meeting on January 11. At the meeting the committee was briefed on project inputs for the constrained element of Visualize 2045 and the TPB agenda. He said that most of the meeting was spent reflecting on accomplishments from the last year, which include participation in the Long-Range Plan Task Force process and assisting with the public opinion survey for Visualize 2045. He said that while people were pleased with those accomplishments, the committee was disappointed it did not spend more time addressing the priorities identified by the committee at the beginning of the year. These priorities include transportation equity, WMATA, climate resiliency, and transportation technology. He suggested that there may be an opportunity for the CAC to learn more about or coordinate with other TPB committees and sub-committees on these topics. He said that the committee also discussed recommendations for the 2018 committee. One recommendation was to explore how different transportation technologies—like autonomous vehicles, transportation as a service, or GPS navigation—are affecting the region and how that can be taken into consideration for future planning. He said that his full report was distributed to the board.

#### **5. REPORT OF STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR**

Mr. Srikanth said that details of the director's report were included in a memo that was distributed to the board. He said that the Steering Committee met on January 5 and took two actions. The first action was to approve a TIP amendment requested by VDOT to add about \$4 million in state funding for the preliminary engineering phase of the Route 7 and Harry Byrd Highway interchange, and a revision of the total project cost estimate for the Rolling Road widening project from \$35 million to \$51 million. He said that this action was detailed on page 5 through 12 of his report. The second action approved a payment of \$25,000 towards the TPB's membership in the National Association of MPOs or AMPO.

Mr. Srikanth said that the letters sent and received section of the memo included a letter from the Northern Virginia Transportation Coalition and other organizations sharing policy statements for a framework for transportation funding in Virginia. He said that these were primarily presented as legislative priorities. Details on this can be found on pages 17 and 18 of the report.

Mr. Srikanth announced that the report also includes a memo describing TPB staff's participation and contribution to the Transportation Research Forum. The memo, found on pages 21-23 of the report, details member posters and presentations, as well as participation in TRB committees. He said that the other announcement recognized the need to reschedule the November 21, 2018 TPB meeting so that the meeting does not occur the day before Thanksgiving. He said that the new date will be shared when it is ready.

Mr. Srikanth said that four board members have called into the meeting. Mr. Elrich, Mr. Glaros, Ms. Gaines, and Ms. Hudgins all participated remotely.

#### **6. CHAIRMAN'S REMARKS**

Chair Allen said that he looks forward to serving as the chair in 2018. He welcomed three new TPB members: Mr. Dorsey, Mr. Dewalt, and Ms. Kostiuk. He said that Ms. Kostiuk is taking over for him to chair the Access for All Advisory Committee (AFA). He said that in the year ahead he hopes to take some of his work from the past two years as AFA chair. He thanked the two new vice chairs, Mr. Nohe and Ms. Russell. He also thanked the previous two chairs, Ms. Newton and Mr. Lovain.

Chair Allen took a moment to reflect on the work the board completed in 2017. He said that he was impressed with the work that went into the Long-Range Plan Task Force. He said that MPOs have many

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specific federal requirements and he hopes that the TPB will think strategically about those requirements in 2018. He said that he looks forward to working with staff on Visualize 2045. He said that he has had conversations with staff about how to assess projects and programs that are proposed to be added to the regional long-range transportation plan. He said that this assessment will be covered in Item 8. He said it is important to think about how the TPB can exceed minimum requirements. He also acknowledged the ongoing work to find additional funding for Metro. He said that the TPB will be working with the COG board to enhance traffic incident management and the COG planning directors committee to try and align land-use plans and forecasts with transportation planning and forecasts.

Chair Allen said that the board should work with stakeholders, including the Federal City Council, business groups and organizations, and others as they realize the importance of sustainable transportation policy. He said that it is also important to work with state and local governments to hopefully implement the initiatives approved by the TPB in December.

## **ACTION ITEMS**

### **7. APPROVAL OF 2018 APPOINTMENTS TO THE TPB CITIZENS ADVISORY COMMITTEE**

Chair Allen said that he reviewed the CAC applications and nominated members and alternates for the District of Columbia. He said that Ms. Russell and Mr. Nohe made similar nominations for Maryland and Virginia respectively.

Mr. Swanson acknowledged Mr. Martin, the 2017 CAC chair, and said he did a great job. He said that 2018 is the 25-year anniversary for the CAC. In that time, he said that the CAC pushed to the TPB to develop a more meaningful long-range planning process, more scenario study work, and to develop a regional transportation priorities plan. He said that the CAC was also instrumental in getting the TLC program started and pushing for a regional Complete Streets policy.

Mr. Swanson described the process for selecting the CAC. He said that each year the CAC votes on six individuals to serve the following year. Then TPB officers are asked to nominate three additional members for the District, Maryland, and Virginia. The officers can additionally nominate alternates. Referring to his memo, he read the list of nominations for 2018 members and alternates.

Chair Allen made a motion to appoint the members and alternates to the 2018 CAC. The motion was seconded and approved. He said that he has selected a CAC member to serve as chair, but that he has not had a chance to confirm the selection.

### **8. VISUALIZE 2045: REVIEW OF COMMENTS RECEIVED AND APPROVAL OF THE CONSTRAINED ELEMENT PROJECT SUBMISSIONS FOR THE AIR-QUALITY CONFORMITY ANALYSIS FOR VISUALIZE 2045 AND THE FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM**

Ms. Erickson said that Visualize 2045 is the federally required long-range plan for the National Capital Region. She said that the plan identifies all regionally significant transportation investments planned in the region through 2045. The plan also provides detailed analysis to help decision-makers and the public visualize the region's transportation future under current plans. She said that development of this plan is already underway. In October the TPB collected financial forecasting information and project submissions from the 19 different funding agencies in the region.

Ms. Erickson said that her presentation today only covers the constrained element of Visualize 2045. She said this element used to be called the CLRP. She said her presentation does not cover the aspirational element of the plan. She said that the board is being asked to review public comment on and approve the project submissions and scope of work for the air-quality conformity analysis. She described the need to meet federal requirements. First, the region need to demonstrate that funding is reasonably expected to be available to eventually implement the proposed projects on this list. Second, the region needs to demonstrate that all future vehicle emissions of criteria pollutants remain below

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regional emissions budgets. She said that this most recent group of project submissions builds on projects already in the old plan. The updated revenue analysis shows that the region anticipates that there is \$300 billion available to cover new projects, state of good repair, maintenance, and operations for all the projects proposed as part of this plan.

Ms. Erickson referred to her presentation and described the projects being proposed. The District of Columbia project submissions include bike lanes and changes to existing projects. Northern Virginia project submissions include an I-95 southbound auxiliary lane, and widening of U.S. 15. WMATA's project submissions includes adding eight-car trains during peak hours. Maryland's project submissions include a traffic relief plan on I-270 and I-495 and BRT projects.

Mr. Lewis said that Maryland faces significant congestion challenges that could limit the state's economic growth and could diminish quality of life. He said that I-270 and I-495 are among the most congested corridors in Maryland. He said that the traffic relief plan for each corridor includes two express toll lanes headed both ways. He said that MDOT's six-year capital budget is \$15 billion, which is not enough to fund this project. For this reason, the state is pursuing a demand revenue-based public private partnership similar to what Virginia did along the I-66 corridor. He said that a partnership like this would allow the infrastructure to be built more quickly. He said that the aim of these projects is to provide long-term congestion management. He said that the express lanes will be dynamically priced and that transit will be allowed to use the express lanes. He said that there is currently no commitment to HOV usage in those lanes. He said that preferred alternatives will be explored through the NEPA process, which includes identifying and working with all stakeholders. He said that NEPA study updates need to be provided to the community in a timely manner. He said that it is important to expedite the NEPA process while meeting all the community requirements.

Mr. Lewis said that MDOT held an industry outreach session for businesses considering bidding on the traffic relief projects. So far 27 formal responses have been received. Later this year MDOT will release a request for qualifications and a request for proposals. He said that in 2019 there will be a draft environmental impact statement in addition to technical and financial proposals. In 2020 a selection will be made, the environmental impact statement will be finalized, and financial close will be executed. He said that it is necessary to get approval from the Maryland Board of Public Works for the procurement process.

Mr. Roberts said that the City of Greenbelt strongly opposed widening and adding toll lanes to I-495, also known as the Capital Beltway, and I-270. He said that this plan will exacerbate traffic and that the environmental and social impact of the project is too large. He said that he will vote against the resolution.

Mr. Lewis said that MDOT will work through the process with all of the stakeholders to do everything possible to mitigate community impacts. He said that COG/TPB forecasts show significant population and employment increase over the next 25 years and that current and future congestion needs to be addressed.

Mr. Roberts said that a recent study of a proposal to add toll-lanes on the Baltimore-Washington Parkway would not relieve traffic. He said he believes that these resources would be better spent on light rail, mass transportation, and bicycle and pedestrian projects instead of highways.

Mr. Lewis said that Maryland needs to come to an agreement with the federal government in regard to federal ownership of the parkway. He said that this needs to happen before there is more planning.

Ms. Smyth said that it makes sense for I-495 to adopt an HOV-3 exemption for the express lanes so that the system is compatible with express lanes in Virginia.

Mr. Lovain said that it is important that connectivity between I-495 in Maryland and Virginia is important. He also asked about plans for the Baltimore-Washington Parkway.

Mr. Lewis noted that the project planning process is in the early stages and therefore some of the

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specifics still need to be worked out. He said that MDOT is open to allowing buses on the lanes and studying the financial and legal implications regarding the decision for HOVs.

Mr. Burns expressed concern about the impacts of the traffic relief plan on the City of Frederick. He said that it could increase congestion, especially along U.S. Route 15. He said that there has previously been an expectation that the section of Route 15 through Frederick would be rebuilt before I-270 is widened.

Ms. Russell said that the City of Frederick is bisected by Route 15 and that there is congestion in both directions throughout the day. She shared Mr. Burn's concern that Route 15 is not on an accelerated path to completion.

Mr. Lewis said that engineering work on Route 15 will not be completed until 2021. He encouraged Frederick to put the Route 15 project as a high priority in its annual letter to MDOT. He said that Maryland has many transportation priorities across the state.

Mr. Erenrich said that the details of the traffic relief projects will not be settled for 18 months or more. He said it is important that stakeholders coordinate to make sure that right-of-way and other impacts are well considered.

Mr. Shaw said that he is a commissioner on the National Capital Planning Commission. He said that there is a big push from federal planners to reduce parking trips, especially for a number of federal campuses in Maryland. He urged MDOT to take under consideration National Capital Planning Commission guidance about the reduction of trips and increased transit for federal campuses.

Mr. Lewis said that the Purple Line, which is currently under construction, will connect several federal campuses and universities.

Ms. Hamilton said that jurisdictions in Virginia have learned-lessons from work on I-66 that would be useful for helping Maryland to navigate this process.

Mr. Lewis said that he appreciates MDOT's relationship with VDOT.

Mr. Weissburg said that regional goals about balancing work and employment across the region are being considered in how the traffic relief project will benefit Equity Emphasis Areas. He said he is also curious about how right-of-way will be impacted.

Mr. Lewis said that it is important to get everything out onto the table so that it can be evaluated in context.

Ms. Kostiuk shared concerns regarding the impact that the traffic relief plan will have on communities. She said a focus on transit would be a more effective solution. She asked about anticipated congestion impacts on streets that connect with the Beltway. She said this project will increase the number of cars so she also asked about how MDOT will address environmental impacts.

Mr. Lewis said that the NEPA process is ongoing for the next 18 months or more. He said that process will address environmental impacts. He said that Maryland is committed to adding roadway and transit capacity to help alleviate congestion.

Mr. Elrich said that he was disappointed that the work from the Long-Range Plan Task Force was not reflected in this plan. He said that it is unclear whether the I-270 traffic relief would include two reversible lanes or four total new lanes. He said the reversible lanes would be doable, but the four lanes would be unnecessarily expensive and environmentally damaging. He said that he agrees with Mr. Schwartz and Ms. Kostiuk regarding their concerns with environmental impacts and impacts on local traffic. He said that this is a continuation of a roads-first mentality and that congestion relief should focus on transit.

Mr. Lewis said that several high-cost transit projects are currently moving forward in Montgomery and Prince George's Counties. He added that the state is part of a discussion to find significant new funding for WMATA.

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Chair Allen said that staff is planning to use the work from the Long-Range Plan Task Force to assess the projects and programs in the future.

Ms. Erickson said that the next part of the presentation covers the public comment period for the project submissions and the Air Quality Conformity Analysis scope of work.

Mr. Austin referred to a memo titled "Summary of Comments Received and Proposed Response on Project Submissions for Inclusion in the Air-Quality Conformity Analysis." He said that the memo contains detailed summaries of the comments received and agency responses. He said that the comments and responses will be included in the documentation for Visualize 2045.

Mr. Austin said that comments were received regarding the portion of I-495 and I-270 which should be completed first. He said that there were other comments stating that this traffic relief project will benefit private partners and that roads will remain crowded. Other comments opposed the inclusion of the traffic relief projects in the plan. He said there were also comments on the Maryland 201 widening that said the project should include separated bicycle and pedestrian path and that the project should improve bridges. There was another comment that said that this project will increase pollution. He said that comments were also received regarding the widening of U.S. 301. These comments said that the project should include provisions for future transit accommodations, that the facilities should be upgraded to a limited access highway without stoplights and faster speed limits, and that sufficient alternatives have not been explored. In Virginia, he said that there were five sets of comments that generally supported the I-95 southbound auxiliary lane project.

Mr. Austin said that a full set of comments is available upon request.

Ms. Erickson reminded the board that the project submissions and scope of work for the Air-Quality Conformity Analysis have been made available to the board and for public comment. She referred to a memo titled "Assessment of Major New Projects Against the TPB's Endorsed Aspirational Initiatives." She said this document is an initial assessment on how the five initiatives are and are not incorporated into the major new additions to the constrained element of Visualize 2045.

Ms. Erickson said that the benefit of public comment is that it challenges agencies to think about submissions. She said that in this spirit Montgomery County was responding to a comment about the New Hampshire Avenue BRT project and was proposing to add it to the air quality conformity analysis.

Mr. Erenrich said that the New Hampshire BRT project has been one of the priority projects for the county. He said it was initially submitted as a study. He said that based on comments received, the county undertook a review of the project's readiness and funding. Since the county has the fiscal capacity, it was decided that it should be submitted for inclusion in the air quality conformity analysis for Visualize 2045.

She said that since the request to include the New Hampshire BRT project is considered a regionally significant change and is coming after the end of the public comment period, staff proposes to release the project for public comment this month and act on it next month. She said that staff also recommends TPB approve the remaining projects today. She noted that this will allow staff to start the analysis work while still being able to add the New Hampshire BRT project next month if the board so decides.

Mr. Meyer made a motion to adopt Resolution R9-2018 to approve the project submissions for inclusion in the Air Quality Conformity Analysis for Visualize 2045 and the FY 2019 to 2024 TIP.

The motion was seconded and approved.

Chair Allen noted that Mr. Roberts and Ms. Kostiuk voted no.

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**9. VISUALIZE 2045: APPROVAL OF THE SCOPE OF WORK FOR THE AIR-QUALITY CONFORMITY ANALYSIS FOR VISUALIZE 2045 AND THE FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM**

Ms. Erickson said that the board is being asked to approve the scope of work for the Air Quality Conformity Analysis. She said that Ms. Posey presented the details to the TPB at the December meeting. She said that the scope of work was open for public comment, but that it did not receive any comments. She said that after the scope is approved staff will conduct the air-quality and system analysis. She said a new Transportation Improvement Program will be developed along with more public comment. She said that the board will be asked to approve the analysis in October along with the Visualize 2045 plan.

Chair Allen made a motion to approve the scope of work for the Air-Quality Conformity Analysis for Visualize 2045 and FY 2019-2024 TIP. The motion was seconded and approved.

Mr. Roberts voted against the scope of work.

**10. PERFORMANCE BASED PLANNING AND PROGRAMMING: HIGHWAY SAFETY TARGETS**

Mr. Schermann referred to the memo and presentation explaining the proposed Highway Safety Targets for the region. He explained the methodology for getting to the proposed targets and the purpose of the targets.

Mr. Snyder asked if the targets were an assessment of how the region is doing or if they are meant to change policies since many jurisdictions are aiming for zero deaths.

Mr. Srikanth explained that this is a way to assess how the transportation agencies are using federal funding to achieve these targets. It does not preclude any jurisdiction from having longer-term aspirations like Vision Zero or Towards Zero Deaths. He noted that the recommended targets are for a period ending this year. He said the targets will have to be updated next year and then four years from now. He also said that these targets are shorter-term and based on current funding while Vision Zero and Towards Zero Deaths aspirational targets are long-term goals.

Mr. Snyder asked how he could signal that we should do better in the future while understanding the purpose of these targets in his vote today.

Chair Allen said that he understood what Mr. Snyder's concerns were and was also trying to understand what these numbers mean. He said he would be happy to work with Mr. Snyder to find a way to focus attention on more aspirational numbers and work with jurisdictions on that.

Mr. Zimbabwe explained that the District of Columbia faced the same dilemma since it had adopted Vision Zero by 2024 but that the FHWA specifically said they could not use that as a target for this purpose and they must be realistic and attainable. He also explains that if we do not show progress in these numbers if could shift funding away from important safety areas.

Mr. Srikanth responded that the TPB can clarify that the region is committed to its aspirational goals and sees these short-term goals as a means to assess the progress we are making towards our aspirational goals. He also said that the TPB could recommend and advise the transportation agencies to redouble their efforts in these categories and fund efforts to address these safety areas. He said that next year, the targets can be revisited to understand the progress that was made.

Mr. Erenrich suggested adding a whereas clause to talk about the aspirational goals in the resolution.

Chair Allen seconded the motion to add the clause.

The board approved the motion to add a couple of Whereas clauses to capture the above sense of the Board's discussion.

Chair Allen moved to adopt Resolution R10-2018 to approve regional highway safety targets.

The motion was seconded and approved.

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**11. APPROVAL OF FUNDING RECOMMENDATIONS FOR THE SECTION 5310 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM AND AN AMENDMENT OF THE FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM TO INCLUDE THE PROJECTS**

Ms. Klancher said that the Enhanced Mobility program is funded by the Federal Transit Administration. She said that COG is the designated recipient for this funding in the Washington area. She said that under the FAST Act approximately \$2.8 million is provided for each state for matching grants to help people with disabilities and older adults in their transportation mobility needs. She said the TPB solicited projects from August to November 2017. She said that there were applications for more than two times the amount of money available. She said that projects were awarded in two categories. The first covered mobility management and operating services. There were eight projects awarded a total of \$4 million in this category. The second category of projects cover vehicle acquisition. These projects were also awarded \$4 million. She said that details on the project specifics could be found in her memo. She did note that this year they awarded their largest grant to date, which will fund 22 new Metro Access vehicles for WMATA.

Chair Allen moved to approve Resolution R11-2018 to approve funding recommendations for the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program and to approve an amendment of the FY 2017-2022 Transportation Improvement Program (TIP) to include these projects.

Mr. Meyer seconded the motion.

The motion was approved.

**12. NON-MOTORIZED PRIORITY PROJECTS**

Mr. Swanson briefed the board on the two bicycle and pedestrian initiatives. Referring to the presentation, he went over the National Capital Trail and the Transit Access initiatives.

Mr. Lovain said that he wanted to emphasize that improving pedestrian access to high-capacity transit station might be the most cost-effective thing to promote transit-oriented development and increase Metrorail ridership.

Mr. Snyder asked if this initiative also included pedestrian access to bus rapid transit. Specifically, those along Route 7 in Virginia.

Mr. Swanson explained that those are the kinds of facilities that we would want to improve access to.

Mr. Srikanth clarified that BRT projects like the one along Route 7, which is currently under study, would also be consistent with the other aspirational goals for Visualize 2045.

Mr. Snyder commented that he really liked the slide that explained the elements of Visualize 2045 including the constrained element and the aspirational element.

Mr. Meyer said he was really excited about these initiatives and noted that Loudoun County is already trying to implement these with Metro coming in 2020.

Mr. Lewis noted that MDOT is proud to provide its linkage with the Purple Line as well and would continue to work with local jurisdictions to prioritize bicycle and pedestrian projects.

A motion was moved and seconded to approve Resolution R12-2018 to endorse the Non-Motorized Priority Initiatives. The motion was approved.

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## **INFORMATION ITEMS**

### **13. REVIEW OF OUTLINE AND PRELIMINARY BUDGET FOR THE FY 2019 UNIFIED PLANNING WORK PROGRAM (UPWP)**

Ms. Erickson referred to her memo and said that it described the staff budget and scope of work for Fiscal Year 2019. This is called the Unified Planning Work Program and summarizes all the operations and activities conducted by the TPB. She said that this program is federally approved. She said that she will present a draft of the document at the February board meeting.

## **OTHER ITEMS**

### **14. ADJOURN**

Chair Allen said that no other business was brought before the board. The next meeting is scheduled for February 21, 2018.

The meeting adjourned at 2:10 p.m.